



City Council - Transportation, Energy and Utilities Committee

Tuesday, October 29, 2024, 5:30 PM,

Join in Person: Front Conference Room, 645 Pine St. Burlington, VT 05401

Join via Zoom: <https://zoom.us/j/84603122855>

To call into the meeting, including to speak during public comment:

Phone: 312-626-6799, Webinar ID: 846 0312 2855

1. Agenda

1.1. Motion to adopt/amend

2. Adopt Minutes

2.1. Minutes of 9/24/24

3. Public Forum

4. Deliberative Agenda

4.1. Winooski Bridge & Intersection - 30 min

4.2. Water Resources Capital Bonding Update - 20 min

4.3. Courthouse Plaza Parking Update - 10 min

4.4. Upcoming Agenda Item Planning (FlixBus, Bikeshare, etc) - 15 min

4.5. Schedule November & December meetings - 5 min

5. Director's Report

6. Councilor Items

7. Next Meeting

8. Adjournment



CITY OF BURLINGTON, VERMONT

CITY COUNCIL TRANSPORTATION, ENERGY & UTILITIES COMMITTEE

c/o Department of Public Works
645 Pine Street, Suite A
Post Office Box 849
Burlington, VT 05402-0849

802.863.9094 VOX
802.863.0466 FAX
802.863.0450 TTY
www.burlingtonvt.gov

Councilor Mark Barlow, Chair, *North District*
Councilor Gene Bergman, *Ward 2*
Councilor Evan Litwin, *Ward 7*
Councilor Marek Broderick, *Ward 8*

Inquiries:
Madeline Suender
802.735.5324
msuender@burlingtonvt.gov

Transportation, Energy and Utilities Committee of the City Council **Tuesday September 24, 2024 – 5:30PM** **--DRAFT MINUTES--**

Chair Mark Barlow (MB) calls meeting to order at 5:33 PM

1. Agenda

Councilor Gene Bergman (GB) moves to approve the agenda. Councilor Marek Broderick (MBr) seconds. All in favor, passes unanimously.

2. Minutes of 7/22, 8/27, 9/3

Unanimous approval

3. Public Forum

Desta Takele - been with GMT for approx 12 years. Concerned with proposed cuts about who it affects and climate impacts.

Curtis Clough - Works with drivers/for Teamsters. There will be real impacts. Encourages residents to review public comments and learn about impacts. People have made decisions about where they live based on location of bus services.

Alain Hirsch - cutting service not the way to being a green city.

4. Deliberative Agenda

- **4.1 Water Resources Upcoming Capital Projects**

Director Chapin Spencer (CS) opens with an intro to the improvement projects.

GB asks to clarify that this is for revenue bonds. CS confirms.

Water Resources Division Director Megan Moir (MM) and Engineering Manager Martin Lee (ML) join from Water Resources. MM gives overview and presentation to detail recently completed investments from the 2016 drinking water bond and 2018 clean water bond (wastewater/stormwater) as well as the need for a revenue bond to fund additional work.

GB asks for clarity on # of miles City had hoped to complete from the 2016 bond for drinking water main repair. MM says we may have slightly exceeded this.

MM highlights significant investment needs, even with recent upgrades of infrastructure. Highlights age of infrastructure, future needs, and climate change as key drivers. Acknowledges estimated financial need is substantial. Always seeking grants/other non-ratepayer mechanisms.

GB asks about prior bonding and potential bonding: what is the life expectancy and amortization? Clarifies that he's asking about the useful life of the equipment and when we would need to go back for more bonding. MM acknowledges this is important and is working on this.

Timing driven by wastewater permit, housing growth, need for employee safety.

MB asks about beach closures and to clarify how beach closures are preventable if the phosphorus load is so high already in Lake. MM clarifies that there is a difference between preventable beach closures and less preventable. Need to be clear with public.

GB suggests putting numbers behind the variety of closures, what is preventable and not.

MBr – asks when we need to hit the phosphorus mandate and what the consequences are. MM is working that out with state now, and hypothesizes that if permit issued 2025, then potentially 3-5 years from then.

MB asks about projected flows with anticipated projects thru 2028 and clarity on what this includes; and how much hypothetical is contained within that. MM commits to send list and says the hypotheticals are relatively likely. ML says this also includes UVM.

GB asks if City has considered impact fees, which MM acknowledges yes. GB says important to proceed on these.

GB says mid-estimate is \$235M. MM clarifies that rates can be ticked up at different times given staggered start of some of the projects. However, it is about minimizing not eliminating rate impacts.

MB asks how our rates compare to neighboring communities. MM says that our rates are higher (older, combined, etc) and we don't have economies of scale compared to Champlain Water. Offers to get that information.

GB suggests the schedule is overly ambitious to get a vote in March – especially with the public engagement portion and the ability to explain to people (and allow them to digest). Says first reaction from most people will be no. The amount of education will be significant. Wonders whether November 2025 would be better.

MM asks if we went in November, would Council feel comfortable authorizing substantial funding for continuing design? GB says gut is yes, but that people need time to understand the gravity.

MB asks what the ongoing design costs would be. ML suggests 10% of overall cost is potential. MM will look at what that ask would be, maybe \$10-\$20M. Said that November would be furthest out would feel comfortable doing this, given the potential risks to infrastructure.

EL suggests that as we talk to the public about this, we do need to have citywide asks put together so not considering tax impacts, rate impacts in a silo. Include the Administration. BSD

presentation from summer is a good model for this. MM says that by November they can present more specific rate impacts, and the schedule of increases.

EL also has future ask: what are the qualifications for Affordability program and how to look at this citywide.

GB suggests using monthly bill to communicate to water customers.

- **4.2 GMT Proposed Service Reductions**

Clayton Clark (CC), GM of GMT, offers appreciation for GMT personnel who spoke during public comment. Offers a preview of the proposed rate cuts which would save \$3M. CC clarifies the current gap is really \$2M which is a good trend. The reduction plan is broken out in phases.

Hoping for productive conversations with legislature, especially when pointing out the impacts on the public. Expresses optimism that there may be help, though the proposed cuts are significant.

Thanks Councilor Broderick for presence at a GMT public meeting.

MBr asks about the most common Burlington feedback GMT has received.

CC says people are worried about City Loop (#8), it connects to senior living, assisted living.

MBr asks about impacts to municipalities on ADA requirements/removing service from nearby to older folks/those with disabilities. Asks if CC has #'s on the impact to taxpayers to cover this service.

CC says the impacts will come from outlying areas, such as the #10. This would push these people to other programs creating cascading effect. When it comes to Burlington, not sure the reduction in the 8 creates a desert area with no transit within .75 of a mile.

MBr asks if there are contingency plans for the existing routes, for instance if the 8 is eliminated. CC says absolutely and GMT continuing to review.

EL has heard from a lot of people. One thing Burlington does is when approving new developments, we approve less parking spots. Can't afford to cut routes around the City. Feels strongly about the #8 not being taken offline.

EL strongly in favor of micro-transit for airport.

GB doesn't want any cuts, but acknowledges doesn't have \$ to offer. Asks if there are opportunities beyond state money. Says that Transportation Demand Management important. Wants to promote the dialogue for GMT to approach CATMA, towns, airport and find more transportation money.

CC has been to every municipality, asked for consideration of special assessments; also need to look beyond state transportation committees; meeting with Senator Baruth to understand how Senate may respond to this. Also consider large employers, schools, hospitals as other funding sources. Also says that recently approved GMT nonprofit which opens up eligibility for grants.

MB thanks CC for their time and asks which public GMT recordings are available.

Director Chapin Spencer (CS) underscores importance of sustainable funding sources.

- **4.3 Shelburne/Home Intersection Study**

Engineers Maddy Suender (MS) and Julia Ursaki (JU) give brief presentation on the outcome of Shelburne, Home, Farrell Intersection Scoping Study, the request for TEUC approval of PAC recommendations – to include exclusive pedestrian phase, and the timeline.

EL asks if South Burlington is splitting any cost. JU clarifies that they are not responsible for intersection, but are responsible for anything going on Farrell, like paving.

EL says Google Maps divides the intersection between Burlington and South Burlington. JU clarifies that parcels east of Route 7 is South Burlington, but the rest is Burlington's right of way.

GB makes motion to approve staff's motion; MBr seconds. Unanimous approval.

- **4.4 Courthouse Plaza Parking Agreement - Utilization & Update**

Director Spencer gives overview of utilization and indicates Department preference is to keep arrangement.

GB has many questions on Main/Winooski lot, the utilization there and how that impacts the Courthouse data. Not sure this is penciling out. Skeptical about arrangement, but wants item to come back another time.

EL asks about whether the City is losing \$5K/month as of August. CS confirms that yes, correct. Points to original Council memo which said this would not be revenue neutral and was a construction mitigation measure.

MB asks whether we can change the # of spaces we lease. CS confirms yes.

MB says it would be valuable to understand who the parkers are, when they're parking, etc. Wants to see agreement play out longer.

Councilor Joe Kane (JK) joins as having originally requested this item come to TEUC. JK views arrangement as a subsidy given that transportation emissions are # 1 source of greenhouse gas emissions.

GB acknowledges we subsidize downtown parking, like with 2 hour free. Does not agree with corruption charge.

MBr also curious about utilization, who's using it to be able to evaluate.

MB says that while it can be viewed as subsidy, it's also a support given the downtown business climate, lingering covid impacts, etc.

- **4.5 Schedule Next BERO Meeting**

MB opens up to discuss need for another BERO meeting. First was not well attended and we need further input from key stakeholder groups. Suggests next TEUC meeting on 10/22 be devoted to this topic.

Asks placeholder for 10/29 TEUC meeting.

5. Director's Report

Upcoming parking rate adjustment, replacing meters with kiosks. Going to Commission for approvals in October. Thanks to TEUC interest on 505 Riverside, City moving forward with grant application.

6. Councilor Items

MB says that the lane change at North and Plattsburg – receiving a lot of negative feedback, a lot of excessive queuing, and tractor trailers turning north having issue.

EL has contacted most of the area businesses, they have expressed displeasure with the change.

7. Next Meeting

10/22 @ 5:30pm

8. Adjournment

Chair Barlow adjourns at 8:30 PM.



Memo

Date: October 29, 2024

To: Transportation Energy and Utilities Committee

From: Madeline Suender, Associate Public Works Engineer
Laura Wheelock P.E., Division Director of Tech Services/City Engineer

CC: Chapin Spencer, Director Public Works

Subject: Burlington - Winooski Bridge Project and Colchester/Barrett/Riverside Base
Technical Concept Approval

Request:

The Department of Public Works (DPW) is seeking City Council approval of the Burlington - Winooski Bridge and Colchester/Barrett/Riverside Intersection (COBRI) Base Technical Concept (BTC). In doing this, the City Council would reaffirm prior approval (5/15/23) of the COBRI Intersection alignment. This approval is not a change, but a third and final reaffirmation of the City's project preferred alternative from the Scoping Study completed by the Chittenden County Regional Planning Commission (CCRPC) and Stantec for the Intersection.

Background:

The Burlington-Winooski Bridge is nearing the end of its service life and functionally deficient for bikes and pedestrians. As such, the State is progressing this replacement timeframe to allow thoughtful design to be incorporated into construction. The COBRI intersection was separately determined to be in need of replacement and upgrades.

The Bridge is being done through a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant, and State of Vermont Infrastructure budget with the following funding split: 80% Federal, 10% State, 5% City of Burlington, 5% City of Winooski. The Intersection was selected through the Vermont Project Selection and Prioritization (VPSP2) and is 100% Federal funding. The cost estimate can be found in Attachment 1.

Though the Bridge and Intersection are separate projects with unique funding sources and criteria, they are both being progressed together as the design of the bridge directly impacts the design of the intersection. Doing the projects together also allows for efficiency with contracting, traffic control, and design.

VTrans is managing both of these projects with input from the Cities of Burlington and Winooski as well as the Chittenden Regional Planning Commission (CCRPC). VTrans has contracted HNTB for the design and outreach on the project. More info on the projects can be found here: <https://www.burlingtonwinooskibridge.vtransprojects.vermont.gov/>

Bid Process – Design-Build:

The Bridge and Intersection projects will be bid through a design-build contract. VTrans defines design-build as a project delivery method that combines two, usually separate services into a single contract. With design-build procurements, owners execute a single, fixed-fee contract for both engineering services and construction. The design-build entity - also known as a constructor - may be a single firm, a consortium, joint venture or other organization assembled for a particular project.

HNTB, will work to get to 30% plans that will then be put out to bid through this process. In doing this, HNTB will choose one bridge/intersection alignment and formalized the design documents. They will also need to add criteria that must be met and incorporated into the design of the constructor. This is known as the Base Technical Concept (BTC). This process will allow constructors to creatively and efficiently propose design/construction methods that best suit them.

HNTB has worked through various design alternatives for both the bridge and the intersection that are likely to arise from the design-build process. The curved alignment, which is what is proposed as the BTC by the project team, is one likely outcome that the entire project team is supportive of. Plans can be found in Attachment 2. This was chosen for the BTC as it would be the more dramatic change from the current bridge alignment. This allowed the project team to start the permitting, design, and right-of-way processes for the more impactful scenario. If an on alignment bridge is proposed, it will fall into the approvals already received for the off-alignment option.

The BTC approval is comparable to approving a conceptual design under a typical bid process. The notable difference with design-build procurement is the constructor may propose a different layout so as we ask for BTC concept approval we do so with providing conditions or provisions that should be included as information/guidance to a bidding team to incorporate into any proposal.

BTC Design Considerations:

DPW is looking for City Council to inform and ultimately approve the BTC for the Burlington-Winooski Bridge Project. To help inform this BTC approval, staff has put together the following pros/cons list for consideration.

- BTC Pros:
 - o Cost reduction for structure and surrounding improvements
 - o Maintenance of traffic throughout project
 - o Further away from dam to allow for balanced widening and buffer space
 - o Possible future under bridge path opportunities
- BTC Cons:
 - o Significant aesthetic change
 - The curved bridge is visually interesting it is a different experience than what exists currently which could be perceived as a con

While the intersection type (i.e. signalized) was already approved by CC, the bridge alignment will impact the intersection geometry. The following pros/cons list is compiled for the intersection geometry that would result from the curved bridge BTC:

BTC Curved Bridge Intersection:

- Greenspace on both sides with better gateway and landscaping opportunities
- Roadway is further away from east side properties which provides activation space and separation
- Shorter pedestrian crossings (compared to on-alignment geometry) ranging from 2' to 22' shorter.
- Better for predominant vehicle movement US Route 7 - Riverside.
- Traffic calming with visual changes. Reduce the current ~0.5 mile site line

On-Alignment Bridge Intersection

- Intersection crossings are longer than BTC
 - Colchester is 10' wider
 - Riverside is 20' wider
- Barrett crosswalk same
- Largest crosswalk would be 80' in on alignment (similar to Shelburne and Farrell St)
- Intersection geometry similar to existing and creates traditional 4 way geometry.
- Concept similar to the scoping study.

DPW is recommending selection of the curved bridge alignment option for the replacement of Burlington-Winooski Bridge as the Base Technical Concept, and corresponding intersection geometry. The Agreements we have executed with the Vermont Agency of Transportation require the City of Burlington formally acknowledge the BTC with a Letter of Agreement for the Burlington-Winooski Bridge Project as well as the Colchester/Barrett/Riverside Intersection Reconfiguration (Attachment 3).

As noted under the Bid Process, procurement of the contractor and the final design will include conditions for which will need to be considered in their proposal/bid. Staff propose the following draft conditions to be included in the BTC Letter Agreement.

(DRAFT) Bridge:

- Maintains traffic in a capacity that will not result in a failure of the transportation grid within the surrounding area
- Does not increase emergency vehicle response by more than 5 minutes.

(DRAFT) Intersection

- Incorporates the shortest crosswalks possible
- Includes a robust gateway design
- Provides adequate space for large tree species within green belt/amenity zones
- Provides seamless and safe bike access between roadway and shared use facilities

Additional comments and conditions will be added to those above to be included in the BTC Letter Agreements.

Timeline:

The project is currently still in the Conceptual Design phase and entering the Permitting phase. Solicitation of Constructors will begin this time next year. Construction will occur fall of 2027 and is anticipated to last for two years.

Previous Public Meetings:

- *TEUC 5/3/23 – Intersection Design Letter of Support
- *CC 5/15/23 – Intersection Design Letter of Support
- Public Meeting 9/19/23 – Project overview
- *Winooski CC 10/6/23 – Finance and Maintenance Agreement
- TEUC 12/19/23 – Project overview
- BWBC 1/3/24 – Project overview
- DAB 1/9/24 – Project overview
- CC 1/16/24 – Project overview
- Public Meeting 1/23/24 – Project overview
- *CC 4/15/24 – Finance and Maintenance Agreement
- TEUC 4/23/24 – Written communication with CC follow up Q/A.
- *Winooski CC 10/21/24 – BTC Approval

Upcoming Public Meetings:

- TEUC 10/29/24 – Informational, BTC overview
- CC 11/12 or 18/24 – Informational, BTC overview
- DPW Commission 11/20/24 – Project overview
- BWBC 12/4/24 – Project overview
- Public Meeting 12/11/24 – Open House, project overview
- *CC 12/18/24 – Approval of BTC

* Indicates action/approval.

Attachments:

1. BTC Estimate
2. BTC Plans
3. BTC Approval Letter

Burlington – Winooski Bridge BF RAIZ(2)

Colchester/Barrett/Riverside Intersection STP5000(29)

Motion**TEUC:**

To approve and recommend the City Council authorize the Director of Public Works to approve the Base Technical Concept for the Burlington-Winooski BF RAIZ(2), Bridge 150 on U.S. Route 2/7 (Riverside Ave.) over the Winooski River and Burlington STP 5000(29), Colchester/Barrett/Riverside Intersection Projects from the Vermont Agency of Transportation, and further reaffirm the reconfiguration of the Colchester Ave/Barrett St/Riverside Ave Intersections and resulting intersection geometry to become the Base Technical Concept for the Vermont Agency of Transportation STP 5000(29) Project.

Actions for City Council 12/18/24:

To authorize the Director of Public Works to approve the Base Technical Concept for the Burlington-Winooski BF RAIZ(2), Bridge 150 on U.S. Route 2/7 (Riverside Ave.) over the Winooski River and Burlington STP 5000(29), Colchester/Barrett/Riverside Intersection Projects from the Vermont Agency of Transportation, and further reaffirm the reconfiguration of the Colchester Ave/Barrett St/Riverside Ave Intersections and resulting intersection geometry to become the Base Technical Concept for the Vermont Agency of Transportation STP 5000(29) Project.

Attachment 1: BTC Cost Estimate

BURLINGTON-WINOOSKI

BF RAIZ(2)

Draft Base Technical Concept - Engineer's Estimate

Last Revised: October 17, 2024

DESCRIPTION	Estimated Cost
Roadway Cost Estimate Subtotal	\$1,100,000
Burlington Path Cost Estimate Subtotal	\$1,275,000
Structures Cost Estimate Subtotal	\$33,210,000
Traffic Control and Off-Site Improvements	\$5,658,500
Mobilization	\$3,663,500
Misc. Items, Contingency, Escalation	\$12,721,898
Utility Relocation	\$500,000
ROW	\$2,500,000
Preliminary Engineering	\$6,000,000
Designer-Builder Design Fee	\$4,616,000
Construction Engineering	\$5,770,000
Estimated Total \$ 77,100,000	

Attachment 2: BTC Plans

1. THIS COMBINED PROJECT (BURLINGTON-WINOOSKI BF RAIZ(2) AND BURLINGTON STP 5000(29)) WILL USE A DESIGN-BUILD CONTRACTING APPROACH.

3. PAVEMENT STRUCTURE SHOWN ON TYPICAL SECTIONS IS ASSUMED
BASED ON SIMILAR ROADWAYS, AND SUBJECT TO CHANGE PRIOR TO RFP
RELEASE.

5. FINAL DETERMINATION ON INCLUSION OF THE UNDER-BRIDGE PATH SHOWN ON THE BURLINGTON SIDE WILL BE MADE AT A LATER DATE.

STATE OF VERMONT
AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENT
CITIES OF BURLINGTON AND WINOOSKI
COUNTY OF CHITTENDEN
COLCHESTER AVE & RIVERSIDE AVE
US ROUTE 2 & 7) - PRINCIPAL ARTERIAL

PROJECT DESCRIPTION: FULL REPLACEMENT OF THE EXISTING BRIDGE WITH ASSOCIATED ROADWAY AND CHANNEL WORK, RECONSTRUCTION OF THE INTERSECTION INCLUDING REALIGNMENT OF THE RIVERSIDE AVE APPROACH, INSTALLATION OF NEW TRAFFIC SIGNAL EQUIPMENT, CONSTRUCTION OF PEDESTRIAN AND BICYCLE FACILITIES, AND REPLACEMENT AND/OR RELOCATION OF DRAINAGE AND UTILITIES.

CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2018, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON APRIL 13, 2018 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

QUALITY ASSURANCE PROGRAM : LEVEL 2

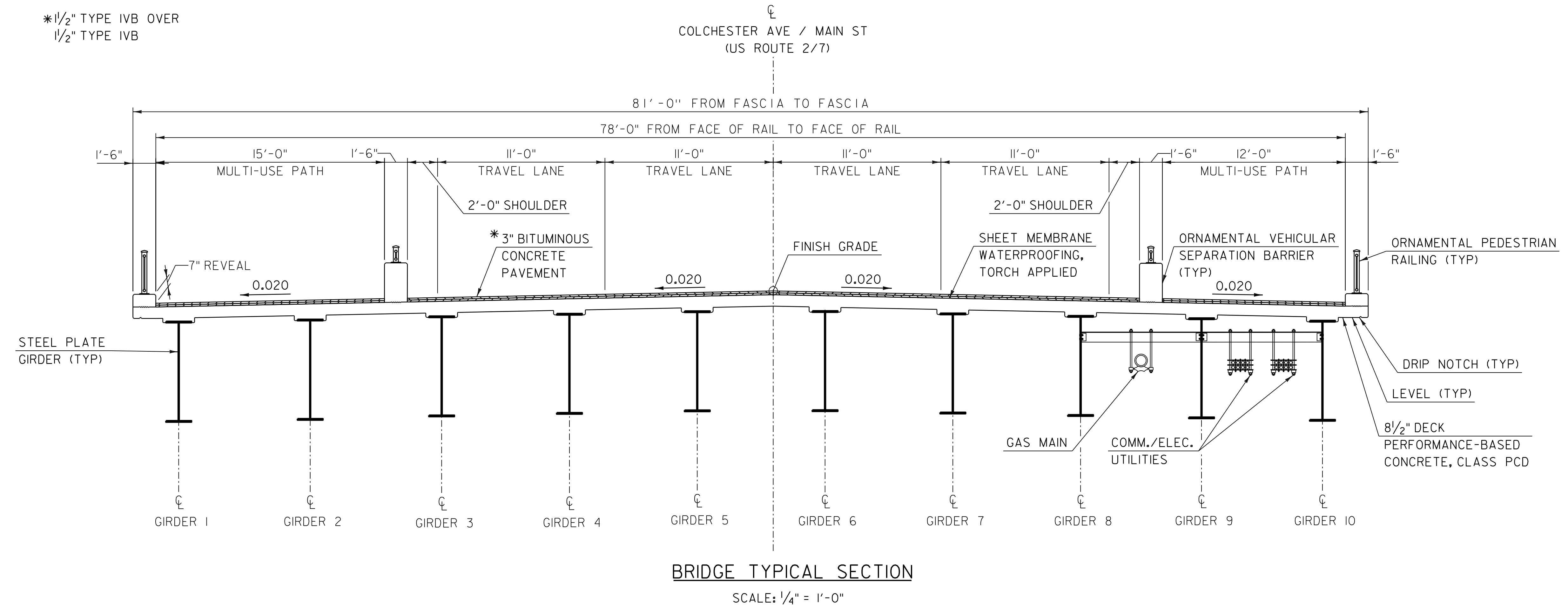
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SURVEYED DATE : JUNE 2023

DATUM
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DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATOR
APPROVED _____ DATE _____
HIGHWAY DIVISION, CHIEF ENGINEER
APPROVED _____ DATE _____
PROJECT MANAGER : ROBERT KLINEFELTER, P.E. MICHAEL LACROIX
PROJECT NAME : BURLINGTON-WINOOSKI
PROJECT NUMBER : STP 5000 (29) & BF RA1Z (2)
SHEET I OF II SHEETS

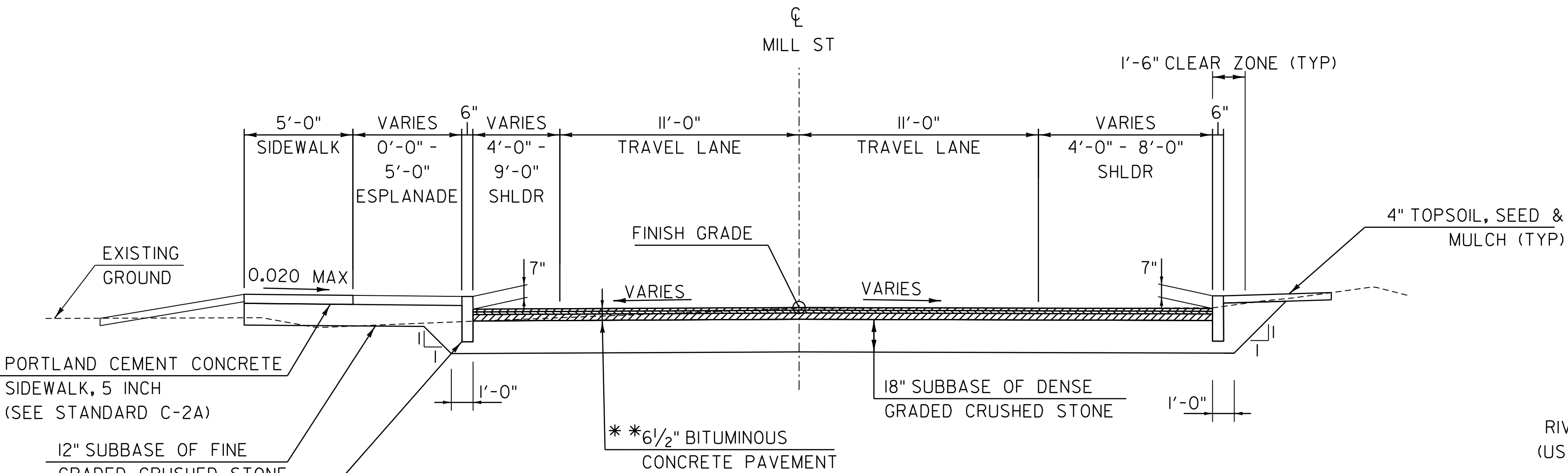


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DESIGNED BY: T. POULIN	CHECKED BY: D. GOBEIL
BRIDGE TYPICAL SECTION	SHEET 2 OF 11

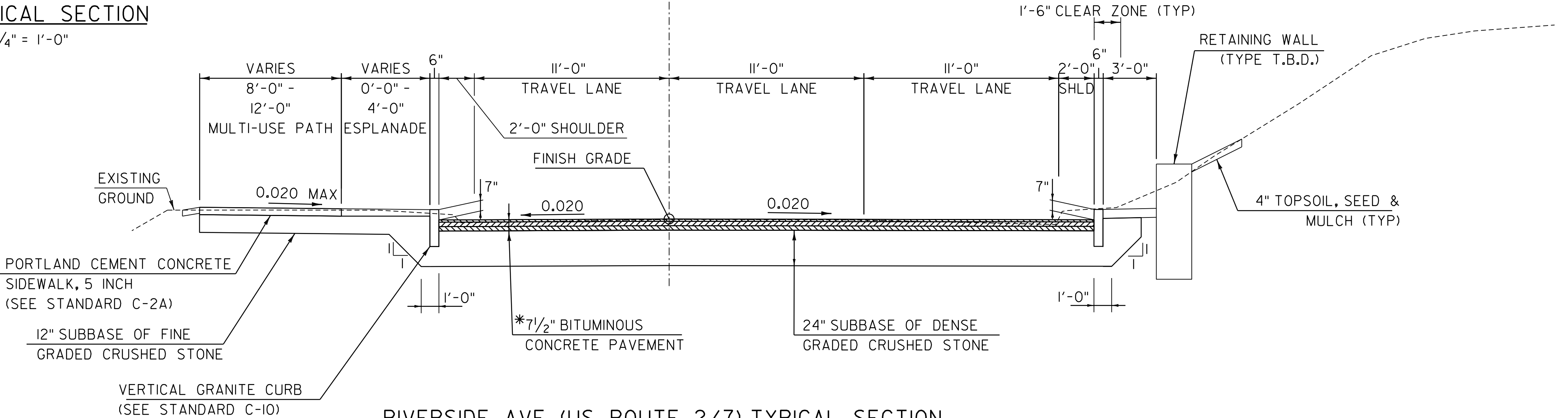


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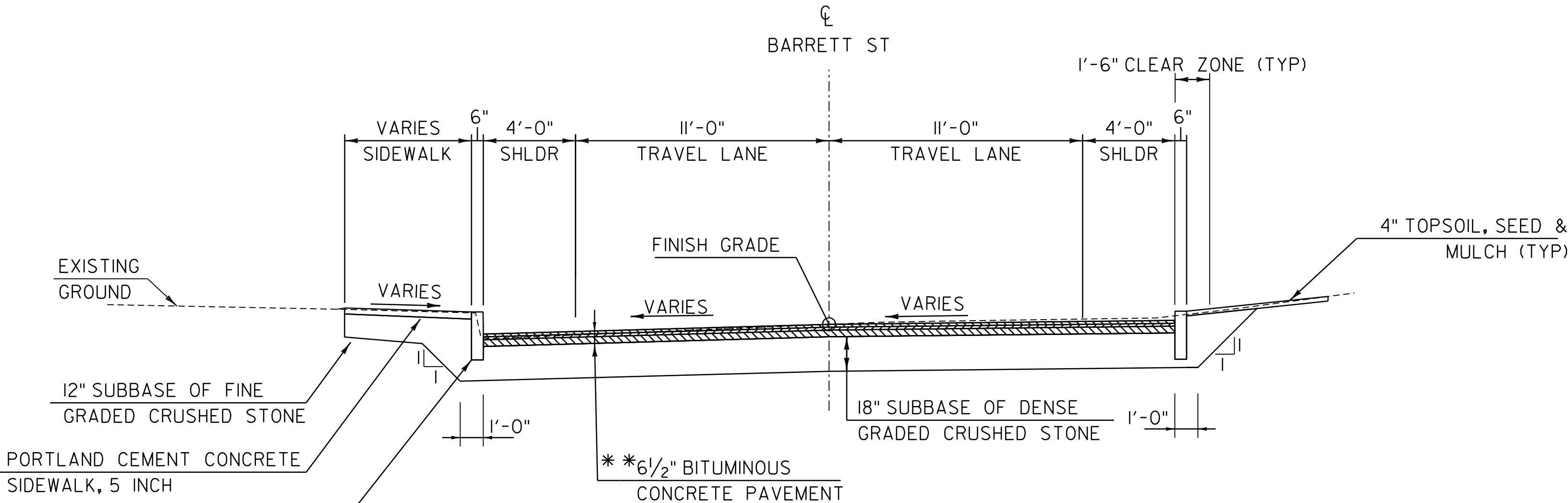
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1 1/2" TYPE IVB OVER
3 1/2" TYPE IIS
(PG 70-28) (N=65 GYRATIONS)



MILL ST TYPICAL SECTION
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RIVERSIDE AVE (US ROUTE 2/7) TYPICAL SECTION
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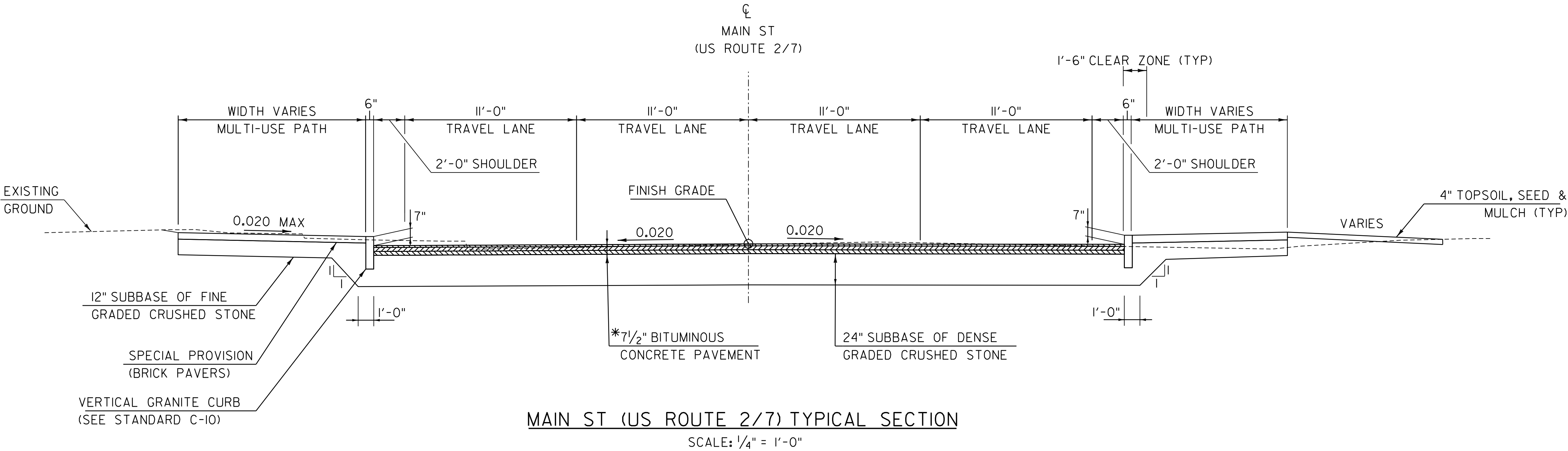
BARRETT ST TYPICAL SECTION
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DESIGNED BY: C. TOBIN	CHECKED BY: S. SPEAR
TYPICAL SECTIONS 2	SHEET 4 OF 11

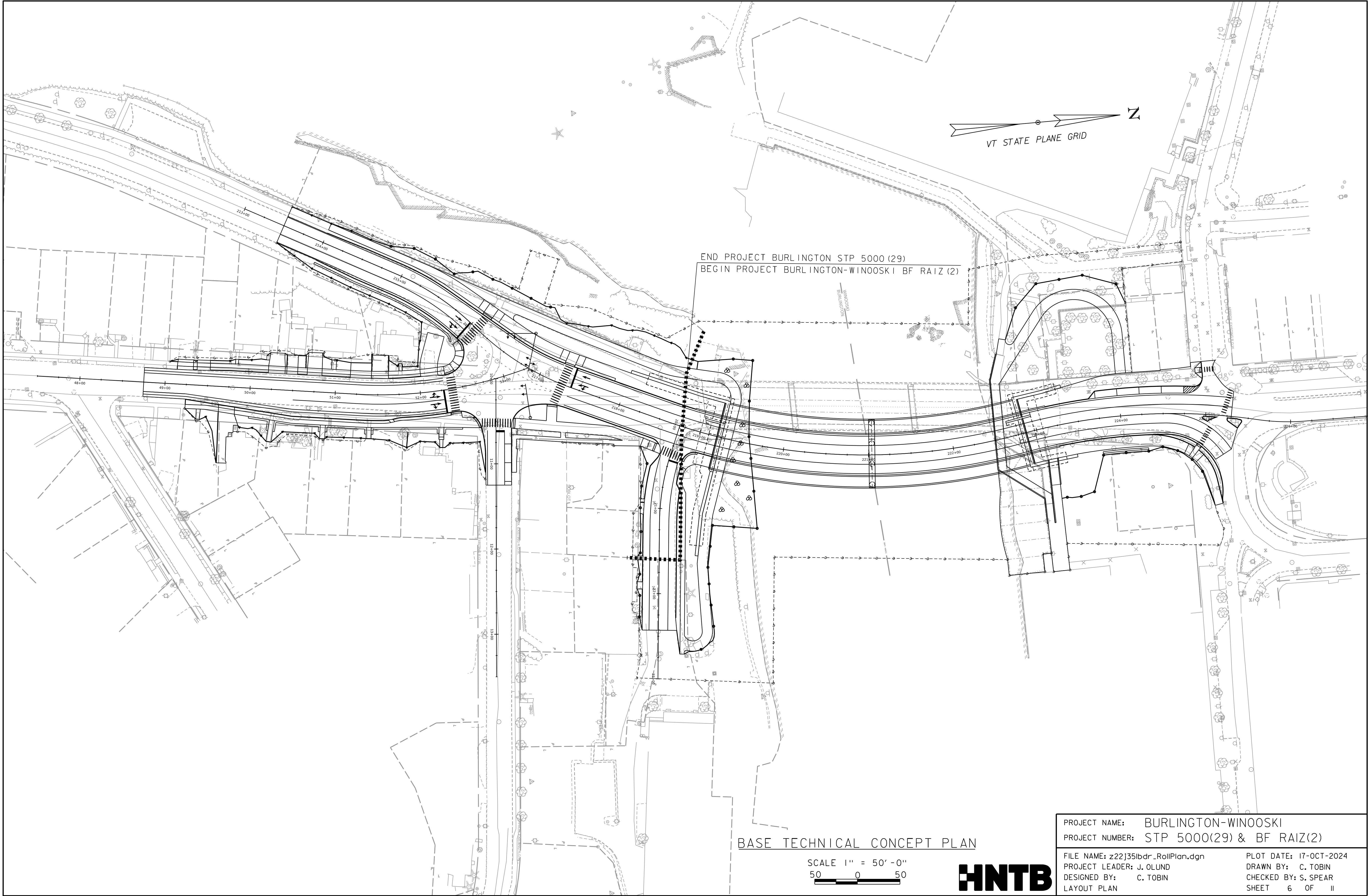
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(IF USED ON PROJECT)	
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- AGGREGATE SURFACE COURSE	+/- 1/2"
SUBBASE	+/- 1"
SAND BORROW	+/- 1"

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3" TYPE IVB OVER
3" TYPE IIS
(PG 70-28) (N=65 GYRATIONS)



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DESIGNED BY: C. TOBIN	CHECKED BY: S. SPEAR
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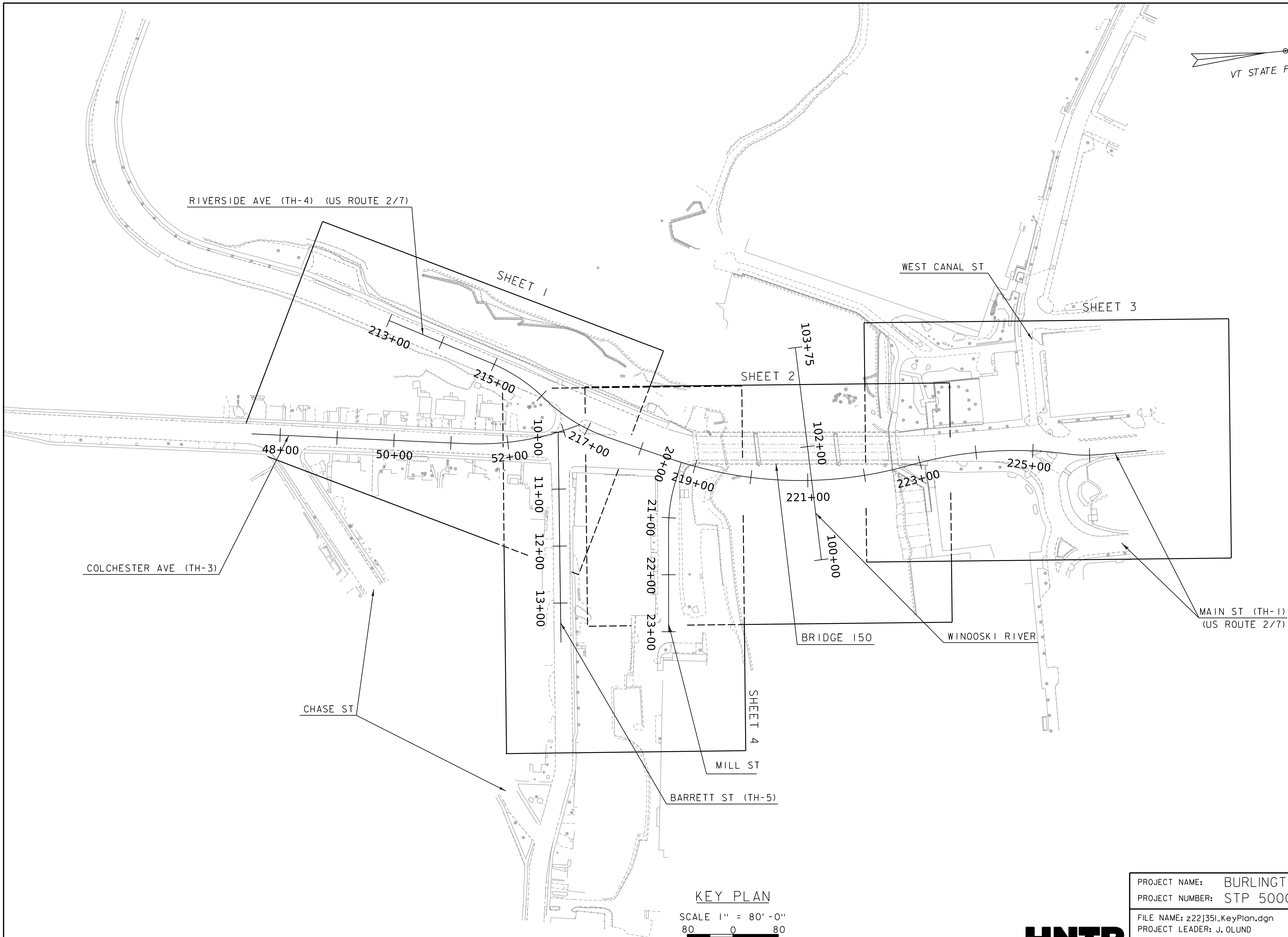
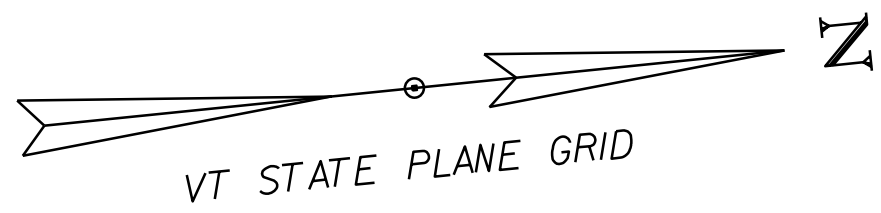


BASE TECHNICAL CONCEPT PLAN

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PROJECT NUMBER:	STP 5000(29) & BF RAIZ(2)
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PROJECT LEADER:	J. OLUND
DESIGNED BY:	C. TOBIN
LAYOUT PLAN	
PLOT DATE:	17-OCT-2024
DRAWN BY:	C. TOBIN
CHECKED BY:	S. SPEAR
SHEET	6 OF 11

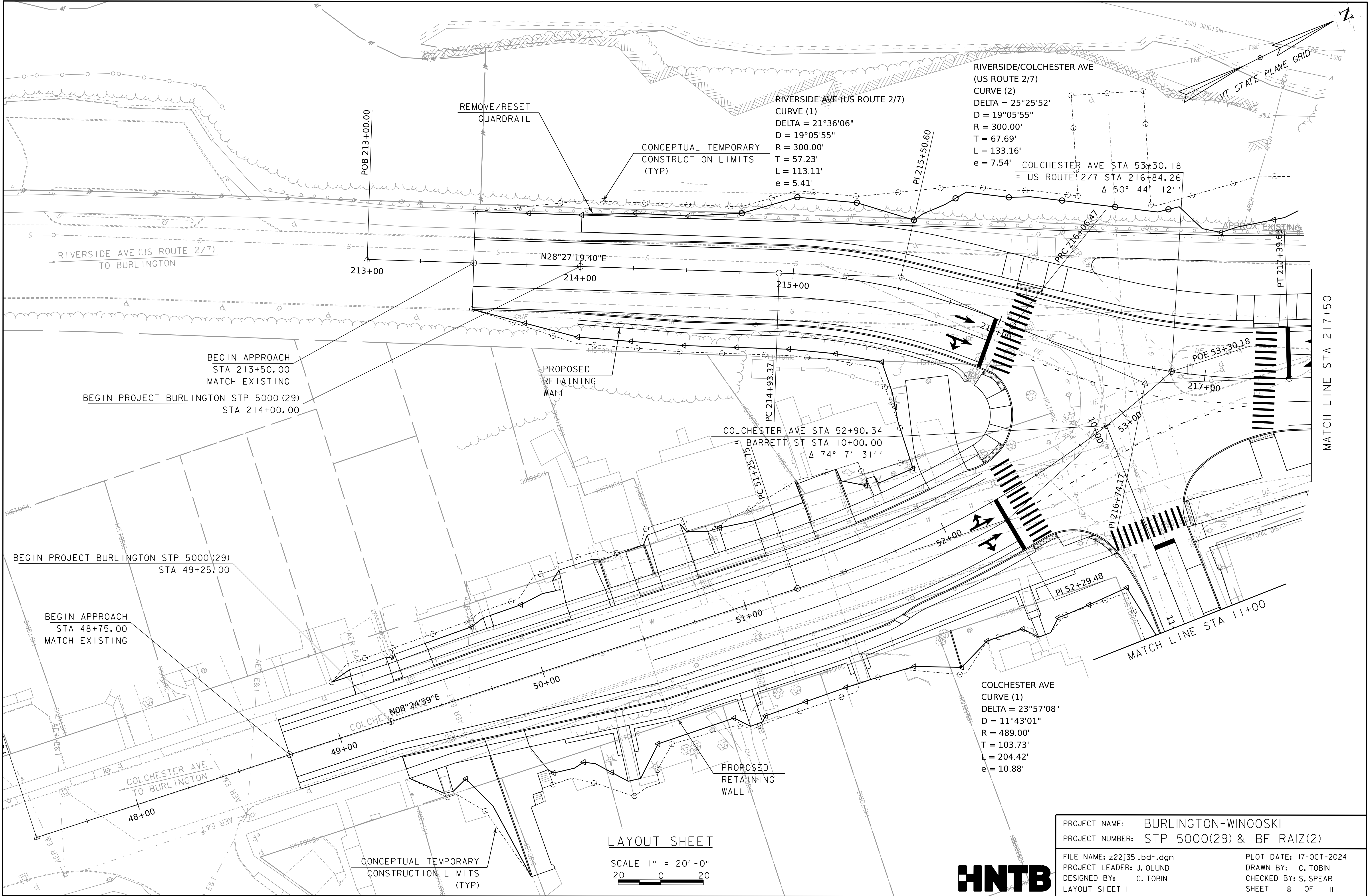


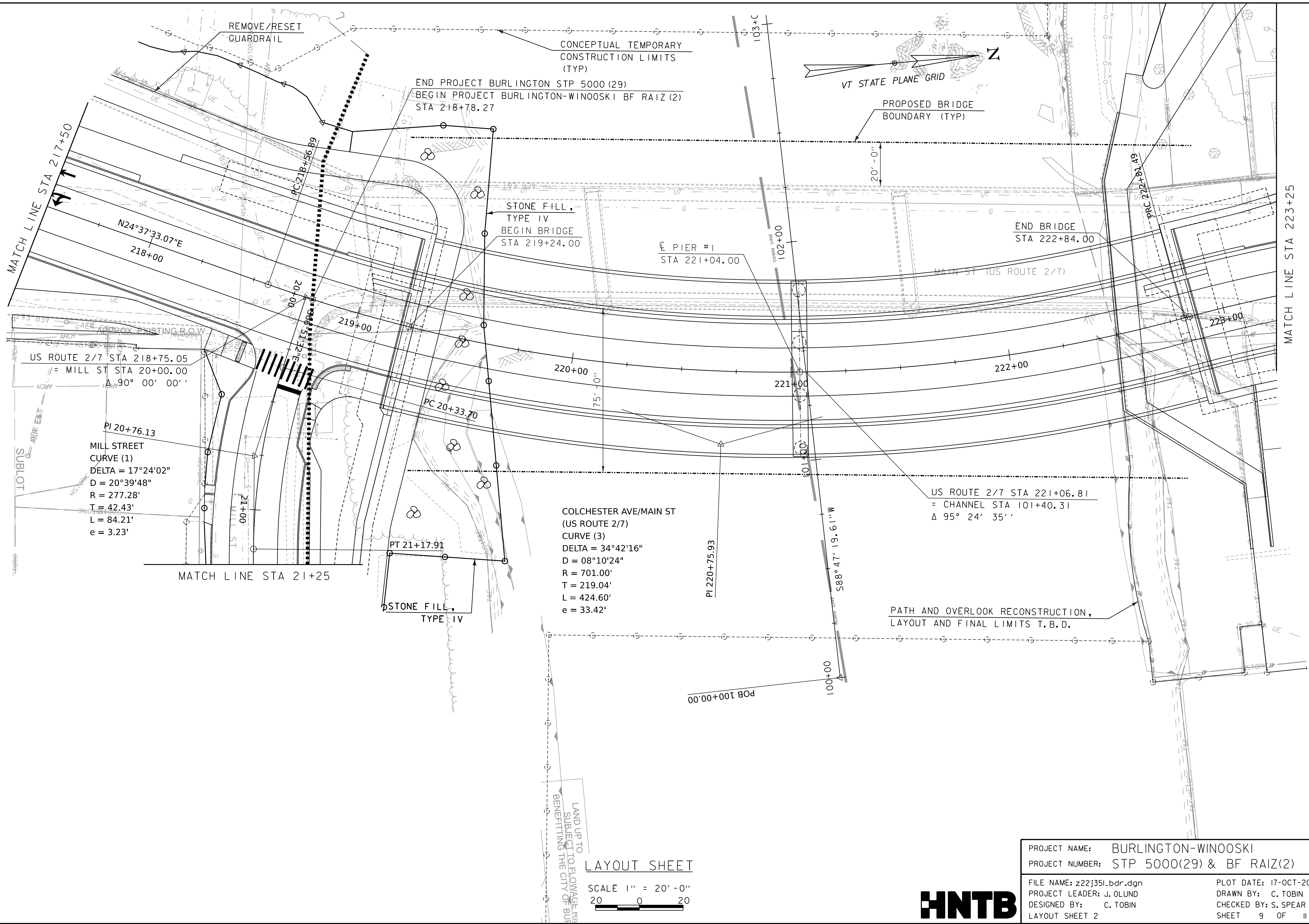
KEY PLAN

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DESIGNED BY: C. TOBIN	CHECKED BY: S. SPEAR
KEY PLAN	SHEET 7 OF 11







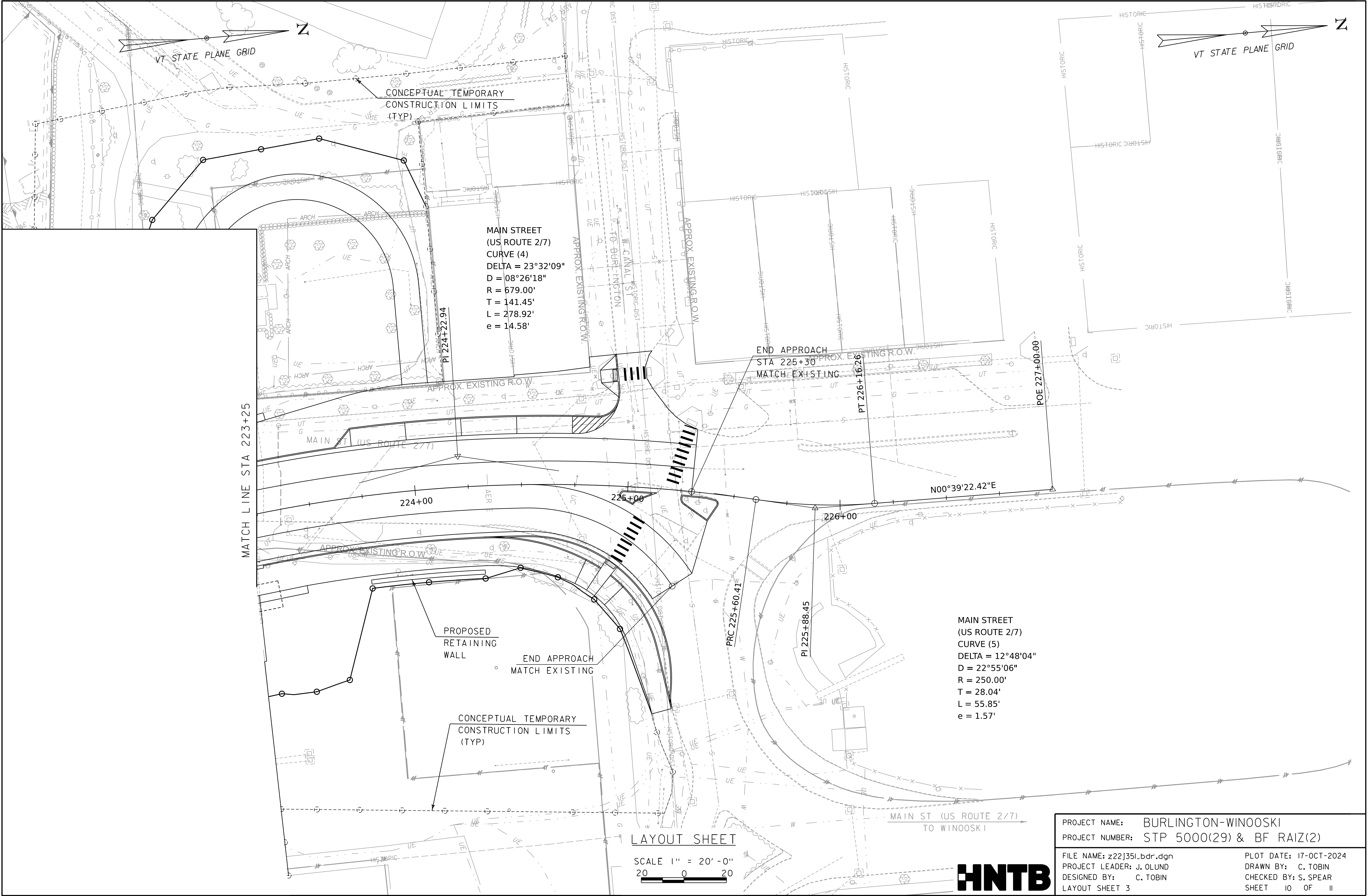
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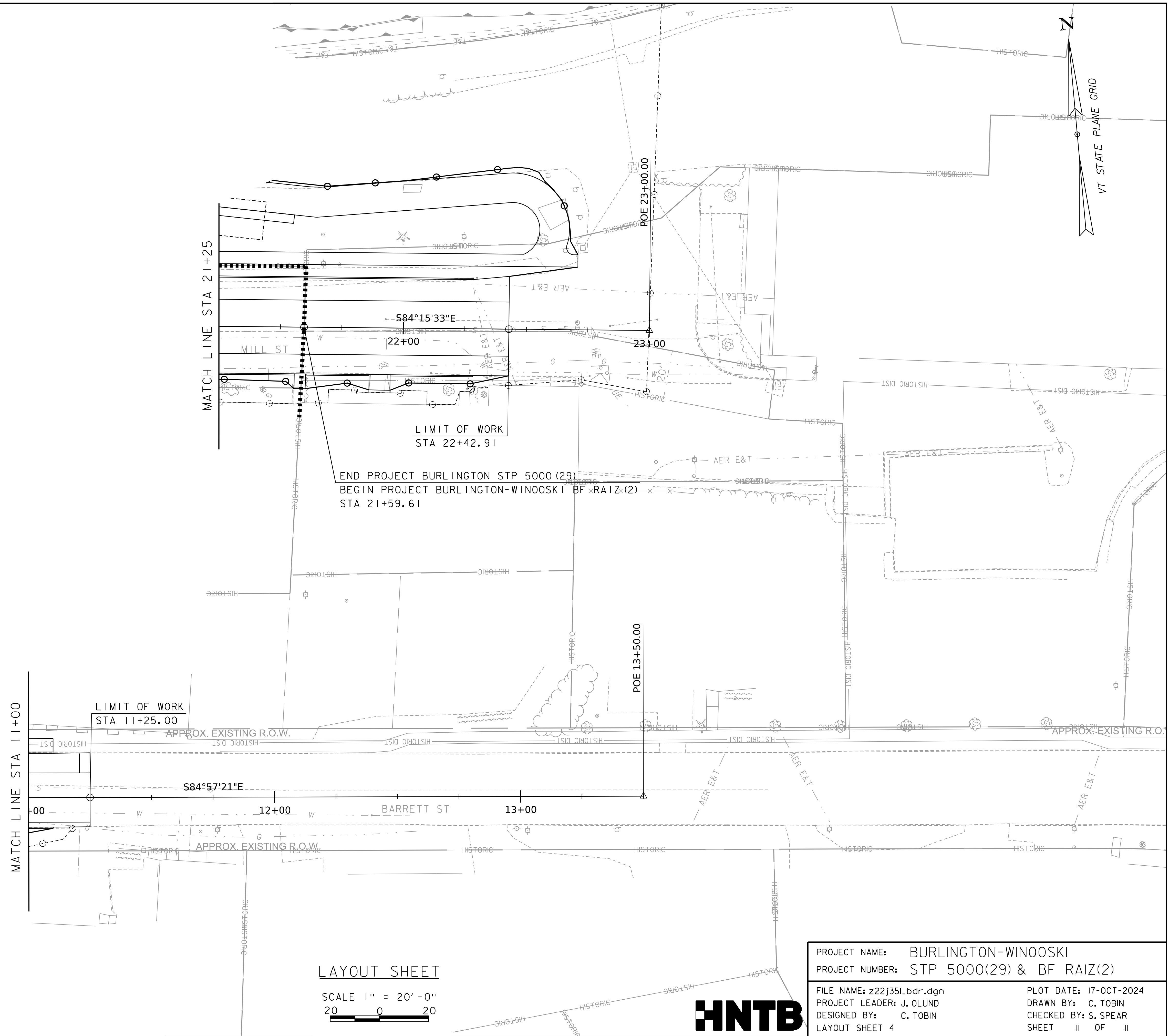
LAYOUT SHEET

SCALE 1" = 20' - 0"

20 0 20



PROJECT NAME: BURLINGTON-WINOOSKI	
PROJECT NUMBER: STP 5000(29) & BF RAIZ(2)	
FILE NAME: z22j35l.bdr.dgn	PLOT DATE: 17-OCT-2024
PROJECT LEADER: J. OLUND	DRAWN BY: C. TOBIN
DESIGNED BY: C. TOBIN	CHECKED BY: S. SPEAR
LAYOUT SHEET 3	SHEET 10 OF 11



Attachment 3: BTC Approval Letters

To: Robert Klinefelter, P.E. VTrans Structures Project Manager

From: Chapin Spencer, Burlington Director of Public Works

Subject: **Burlington-Winooski BF RAIZ(2), Bridge 150 on U.S. Route 2/7 (Riverside Ave.) over the Winooski River**

Date: _____

A meeting for the subject project was held on Monday, December 9, 2024, as part of the Burlington City Council meeting, to present and discuss the Base Technical Concept (BTC) Plans and cost estimates. A summary of the project development, including public input, design iterations, and traffic management were presented to the Council at this meeting. The presentation included details on the design-build contracting method, and how the Request for Proposals (RFP) will contain both prescriptive and flexible requirements for final design and construction. BTC Plans will be included in the RFP as a conceptual design that satisfies the RFP requirements. The RFP will ultimately become the construction contract and will allow some flexibility for the design-build team to develop a final design that differs from the BTC Plans within the limits established in the RFP. RFP language will be developed by VTrans with review and input from the Burlington Department of Public Works.

- Based on this presentation, the City of Burlington approves the Base Technical Concept Plans with the following details:
- 1. A bridge cross section consisting of four, 11’-0” lanes; two, 2’-0” shoulders; a 15’-0” shared-use path on the western side of the bridge; a 12’-0” shared-use path on the eastern side of the bridge; and concrete barrier separation between vehicular travel lanes and the shared-use paths.
 - 2. A two-span bridge with an overall length of approximately 360-ft.
 - 3. A fully curved bridge with an alignment shifted to the east of the existing bridge.
 - 4. An under-bridge path on the Winooski side.
 - 5. A path connecting the shared-use path on the western side of the bridge to the under-bridge path, through Winooski Falls Park.
 - 6. Traffic management that maintains bicycle and pedestrian access and two northbound traffic lanes across the bridge throughout the duration of construction, closure of both southbound traffic lanes with an offsite detour for approximately 4-6 months, and only one southbound traffic lane on the bridge for approximately 12-16 months (open to Riverside Avenue only). Temporary lane closures will be permitted throughout construction at times of lower traffic volumes that can be adequately maintained with reduced lane capacity. Short-term stoppages of traffic, bicycles, and pedestrians will be permitted when necessary for the safety of the traveling public.

Details shown on the BTC Plans that are not specifically noted above are considered conceptual and may change between City approval of the BTC Plans and advertisement of the RFP, with review and input from the Burlington Department of Public Works.

The City of Burlington would like to make the following comments regarding this project:

Signature _____ Printed Name _____

To: Michael LaCroix, VTrans Traffic Project Manager

From: Chapin Spencer, Burlington Director of Public Works

Subject: **Burlington STP 5000(29) - Colchester Avenue, Riverside Avenue and Barrett Street Intersection**

Date: _____

A meeting for the subject project was held on Monday, December 9, 2024, as part of the Burlington City Council meeting, to present and discuss the Base Technical Concept (BTC) Plans and cost estimates. A summary of the project development, including public input, design iterations, and traffic management were presented to the Council at this meeting. The presentation included details on the design-build contracting method, and how the Request for Proposals (RFP) will contain both prescriptive and flexible requirements for final design and construction. BTC Plans will be included in the RFP as a conceptual design that satisfies the RFP requirements. The RFP will ultimately become the construction contract and will allow some flexibility for the design-build team to develop a final design that differs from the BTC Plans within the limits established in the RFP. RFP language will be developed by VTrans with review and input from the Burlington Department of Public Works.

Based on this presentation, the City of Burlington approves the Base Technical Concept Plans with the following details:

- 1. A realignment of Colchester Avenue and/or Riverside Avenue to create a signalized intersection with Barrett Street.
- 2. A stop-controlled approach from Mill Street to Colchester Avenue.
- 3. Widening of Colchester Avenue to allow for 2 lanes northbound approaching the signalized intersection.
- 4. Crosswalks at all four approaches of the new signalized intersection.
- 5. Bike lanes and/or shared use paths along Colchester Avenue and Riverside Avenue connecting to the shared use paths on the new bridge.
- 6. Bike and Pedestrian intersection mobility improvements consisting of either leading pedestrian intervals or an exclusive pedestrian phase.
- 7. Retaining walls on the east sides of Colchester Avenue and Riverside Avenue to support the revised roadway layouts.

Details shown on the BTC Plans that are not specifically noted above are considered conceptual and may change between City approval of the BTC Plans and advertisement of the RFP, with review and input from the Burlington Department of Public Works.

The City of Burlington would like to make the following comments regarding this project:

Signature

Printed Name

THEME		September	October	November	December	January	February
Information: Defining the problem	TEUC	✓	✓				
	Commission	✓	✓				
	Tour		✓				
	Website		✓				
Education: Cost, Rate Impacts, Project features	Tours			✓	✓		
	FPF			✓	✓		
	NPA Round 1			✓	✓		
	Ratepayer Impacts (deliverable)			✓			
	Commission			✓	✓		
	TEUC			✓	✓		
	Postcard			✓			
	Council Work Session			✓			
Outreach: How this work impacts you	FPF					✓	
	Lake Stakeholders					✓	
	Business Stakeholders					✓	
	Institutional Ratepayers					✓	
	Media Tours					✓	
	Council approval for bond vote					✓	
Closing Pitch	FPF						✓
	NPA Round 2						✓
	North Ave News						✓
	Postcards/Trifold						✓
	Public Meeting/Virtual Sessions						✓
	✓ = planned or considered, not confirmed; not cumulative yet						



**CITY OF BURLINGTON
DEPARTMENT OF PUBLIC WORKS**

645 Pine St. Suite A
Burlington, VT 05401
802.865.7200 VOX
802.863.0466 FAX
802.863.0450 TTY

Chapin Spencer
DIRECTOR OF PUBLIC WORKS

MEMORANDUM

To: Transportation, Energy & Utilities Committee
From: Chapin Spencer, Director
CC: Jackie Esperti, Division Director – Parking & Traffic
Re: Courthouse Plaza Parking Update
Date: 10-25-24

Following up from last month's TEUC discussion on the Courthouse Plaza garage sublease agreement, DPW agreed to provide additional information. The updated numbers below are through yesterday, Thursday 10-24-24:

COURTHOUSE PLAZA USE AND FINANCIAL SUMMARY											
	Park Mobile		Flowbird		Sold Permits		Free Permits	Totals	Total Sessions	Session/Day	Cost Recovery
	Fees	Sessions	Fees	Sessions	Number	Collected	Number				
March	\$1,649.30	403	\$789.25	24	0	\$0.00	0	\$2,438.55	427	14	21%
April	\$4,091.50	953	\$517.96	16	0	\$0.00	0	\$4,609.46	969	32	39%
May	\$3,123.55	800	\$874.70	26	1	\$24.00	3	\$4,022.25	826	27	34%
June	\$3,193.13	875	\$1,268.52	261	2	\$144.00	44	\$4,605.65	1,136	38	39%
July	\$4,224.45	1,177	\$1,008.17	185	7	\$45.00	46	\$5,277.62	1,362	44	44%
August	\$5,012.70	1,443	\$1,042.01	247	28	\$1,415.00	14	\$7,469.71	1,690	55	63%
Sept.	\$5,113.68	1,490	\$988.65	281	2	\$100.00	4	\$6,202.33	1,771	59	52%
Oct.**	\$5,128.15	1,440	\$820.12	212	3	\$110.00	10	\$6,058.27	1,652	69	51%**
Totals	\$31,536.46	8,581	\$7,309.38	1,252	43	\$1,838.00	121	\$40,683.84	9,833		
*Note that the Main Street Lot Zone designation of 5811 was transferred to the Courthouse Plaza Parkmobile App when the lot closed and the garage began being used. The Main Street Lot was reopened on June 25th, and the fees collected through Parkmobile reflect the collection data from both locations. There is no way to separate out those dollars to each location. As a result, 75% of June transaction and 50% of subsequent transactions are assumed to be from Courthouse Plaza. The numbers above have removed the estimated amount of fee and transactions from the Main Street Lot. **October numbers are reported as of 10/24/24. If trends continue, we expect 2,000 monthly sessions and a 63% cost recovery.											

Utilization continues to climb each month with an average of 69 paying parkers per day in the leased P3 level in the Courthouse Plaza parking garage during October. August revenues were high due to monthly permits being available for returning college students. October revenues will hit a similar gross revenue without permit sales.

In addition to the paid parking, we continue to accommodate any displaced private parking due to the construction in this lot, which is an avoided additional cost the project would need to incur.

Councilor Kane requested an opportunity to discuss whether the City should terminate its sub-lease with Unified Parking Partners (UPP) and Courthouse Plaza (CHP) for use of the third floor of the Courthouse Plaza parking garage during the Great Streets Main Street construction project.

To recap, the Courthouse Plaza parking sub-lease agreement went through the City's Board of Finance and the Council. It received final approval on February 26, 2024. The 85 parking spaces on the third level (P3) of the Courthouse parking garage transitioned to City operation in mid-March. Along with City management, the rates for public parking dropped from \$5/hour parking to City rates of \$1.50/hour.

Utilization was slow to pick up, in part because the more disruptive construction phase on Main Street was slow to start given the early ravine sewer bypass work on lower Church Street took longer than expected. Now that the ravine sewer bypass work is fully on Main Street, the block between Church Street and Winooski Avenue has been fully closed and most on-street parking has been removed. This ravine sewer bypass work is very disruptive – and future water main work and sewer main work will again disrupt this block for significant periods this coming year.

Having the proximate off-street parking at the Courthouse Plaza at normal City rates and with normal City payment systems, it is a key strategy to support our local businesses mitigate the construction impacts. We heard from many businesses that having accessible and affordable off-street parking nearby was a priority for them.

Given 1) the request from local businesses to provide this affordable and proximate parking during the Main Street construction, 2) the major construction impacts are underway, 3) the utilization of this affordable public parking is increasing and we are projecting the annual cost will likely be in the range of what we estimated, DPW staff recommends continuing to provide this Council-approved construction mitigation parking program in the Courthouse Plaza garage in accordance with the sub-lease agreement. The agreement allows for the City to adjust the number of leased spaces as of April 1, 2025, and staff is happy to review data with the TEUC prior to the April 1, 2025 date to make any adjustments at that time. The agreement reads:

D. Prior to April 1, 2025, the parties shall meet and confer in good faith to discuss the City's need for spaces effective from that date to the end of the term of this Agreement, and if agreed by the Parties, this Agreement shall be amended to modify the number of spaces leased by the City on Level 3, and the City's monthly sublease payment shall be adjusted accordingly based upon a rate of Four Dollars and Sixty Cents (\$4.60) per space per day.

Feel free to reach out with any questions. Thank you.